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RAILWAY TRANSPORT

1960

PART III

(Equipment, Track and Fuel Statistics)

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1920

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1939

RAILWAY TRANSPORT

1960

PART III

(Equipment, Track and Fuel Statistics)

The number of freight cars owned or leased by common carrier railways operating in Canada continued to decline through 1960, totalling 191,553 units at December 31, down 2,959 cars from 194,512 in 1959. For certain classes of cars, however, such as flat cars, tank cars and "other" there were net gains during the year under review. Flat cars, including 1,890 of the piggyback type, increased to 12,645 in 1960, up 375 from 12,270 in the previous year. Tank cars totalled 472 as against 455 and "other cars" totalled 31 in contrast to 23 in 1959. For the third consecutive year the number of box cars in freight service declined. At the close of 1960, the fleet aggregated 111,217, a drop of 2,964 units from 114,181 twelve months earlier. In addition to the 191,553 railway-owned and leased freight cars in service in Canada in 1960, there were also available 5,031 (4,853 in 1959) private units which are owned by companies other than railways. Tank cars constituted the major portion of this equipment.

Passenger train cars were further reduced in number during 1960, in keeping with trends in passenger traffic on railways generally. The total units in service at the end of the year under review dropped to 5,119 from 5,456 in 1959, with declines occurring in all types of cars. Self-propelled rail diesel cars decreased to 111 from 128; baggage, postal and express to 2,218 from 2,353; coach to 1,342 from 1,409; and sleeping cars to 861 from 919. Equipment used primarily in company service, including motor, caboose and work cars, totalled 19,165, down from 19,421 the previous year. The resulting 1960 total of all cars owned and leased by railways operating in the Dominion was 215,837, down from 219,389 in 1959.

Motive power equipment in 1960 followed trend lines established in recent years; a continued growth of diesel locomotives, a sharp drop in steam and a gradual decline in total units in service. During 1960, only 166 new locomotive units were placed in service, while 1,135 units were retired. Steam locomotives of the coal and oil burning type totalled 403 at December 31, 1960, down from 1,514 a year earlier. Diesel units were up 153 to 3,308 from 3,155 and electric locomotives declined to 41

from 51. The combined tractive effort of all locomotives (the force in pounds exerted by powered equipment, measured at the rim of the driving wheels) totalled 209,334,482 compared with 251,897,779 in 1959.

Track Mileage

The total track mileage operated by railways in Canada at the close of 1960 amounted to ~~59,042~~ 57,193 route miles, a reduction of some 351 miles from the previous year. Route miles excludes mileage operated under "trackage rights". Of the 1960 aggregate, 44,029 (44,209 in 1959) miles were first main track; 2,288 (2,350) miles were other main; 1,248 (1,219) miles were industrial track; and 11,628 (11,616) miles were yard tracks and sidings. The Canadian National Railways, during 1960, opened a new 51.4-mile branch line between Optic Lake and Chisel Lake in Northern Manitoba to serve mines of the Hudson Bay Mining and Smelting Company. However, abandonment of 51 miles between York River and Howland Ontario, plus a number of other changes resulting from the remeasurement or reclassification of track by other railways, produced a net reduction of 180 miles in first main track.

During 1960 a total of 357,403 tons of new, relay and other rails costing \$28,360,453 were laid in track. This compared with 414,967 tons and \$36,097,394 in 1959. Over half the rails used in 1960 weighed between 100 and 105 pounds per yard.

Fuel Consumption

The consumption of bituminous coal by railway motive power declined to 77,415 tons from 554,260 a year earlier and the amount of fuel oil used dropped sharply to 7,258,458 gallons from 64,136,202. Diesel oil, on the other hand, increased to 345,650,493 gallons from 336,109,929. Of the 77,415 tons of bituminous coal consumed by the railways, 48,888 tons were of Canadian origin and 28,527 tons were imported from the United States. Over 90 per cent of the 7,258,458 gallons of fuel oil used domestically was of Canadian origin and all but 27,001,925 of the 345,650,493 gallons of diesel oil was Canadian.

August 2, 1961.

TABLE 1. Equipment in Service at December 31, 1960

No.	Name of railway	Cars in freight service									
		Automobile		Ballast		Box		Flat		Gondola	
		Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity
	tons		tons		tons		tons		tons		
1	Algoma Central and Hudson Bay	—	—	49	2,450	87	4,350	222	9,340	773	48,840
2	Alma and Jonquieres	—	—	—	—	—	—	3	120	—	—
3	British Columbia Electric	—	—	—	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	—	—	—	—	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	108	5,400	—	—	—	—
6	Canadian National	3,987	169,590	3,050	180,735	60,817	2,796,030	6,310	291,980	10,682	672,685
7	Canadian Pacific	3,262	153,890	—	—	47,995	2,316,850	5,105	254,489	8,249	570,853
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—	—	—	—
9	Cumberland Railway and Coal Co.	—	—	7	350	—	—	5	75	—	—
11	Essex Terminal	—	—	—	—	—	—	5	200	—	—
12	Grand Falls Central	—	—	—	—	114	2,950	38	760	—	—
13	Great Northern	—	—	—	—	—	—	—	—	—	—
14	Greater Winnipeg Water District	—	—	—	—	7	210	19	570	—	—
17	London and Port Stanley	—	—	—	—	4	160	1	15	—	—
18	Maine Central	—	—	—	—	15	750	—	—	—	—
19	Maritime Coal, Railway and Power Co.	—	—	—	—	1	40	1	20	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	—	—	—	—	—	—
22	Northern Alberta	—	—	—	—	—	—	20	760	—	—
23	Ontario Northland	—	—	—	—	1,017	45,765	163	8,250	—	—
24	Pacific Great Eastern	—	—	18	820	259	12,950	366	23,990	184	13,575
26	Quebec North Shore and Labrador	—	—	—	—	80	3,880	115	6,060	36	2,340
27	Roberval and Saguenay	—	—	4	220	82	4,410	6	240	63	3,550
30	Sydney and Louisburg	—	—	—	—	14	630	15	750	1	60
31	Toronto, Hamilton and Buffalo	—	—	—	—	608	30,230	100	5,000	322	22,540
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	9	113	151	3,992	—	—
36	Totals	7,249	323,480	3,128	184,575	111,217	5,224,718	12,645	606,611	20,310	1,334,443
	Private Railway Car Owners ²	—	—	—	—	—	—	7	438	2	88
	Grand totals	7,249	323,480	3,128	184,575	111,217	5,224,718	12,652	607,049	20,312	1,334,531
		Cars in passenger service									
		Self-propelled passenger train	Baggage, postal and express	Coach	Colonist	Combination passenger	Dining	Parlour			
1	Algoma Central and Hudson Bay	—	7	15	—	—	—	—	—	—	
2	Alma and Jonquieres	—	—	—	—	—	—	—	—	—	
3	British Columbia Electric	—	—	—	—	—	—	—	—	—	
4	Canada and Gulf Terminal	1	1	3	—	—	—	—	—	1	
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	—	—	—	—	—	
6	Canadian National	41	1,494	822	84	91	88	87	—	—	
7	Canadian Pacific	56	672	436	4	69	55	32	—	—	
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	—	—	—	—	
9	Cumberland Railway and Coal Co.	—	—	—	—	2	—	—	—	—	
11	Essex Terminal	—	—	—	—	—	—	—	—	—	
12	Grand Falls Central	—	—	—	—	—	—	—	—	—	
13	Great Northern	—	—	—	—	—	—	—	—	—	
14	Greater Winnipeg Water District	2	1	4	—	1	—	—	—	—	
17	London and Port Stanley	4	—	—	—	—	—	—	—	—	
18	Maine Central	—	—	—	—	—	—	—	—	—	
19	Maritime Coal, Railway and Power Co.	—	—	—	—	1	—	—	—	—	
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—	—	
21	Napierville Junction	—	—	—	—	—	—	—	—	—	
22	Northern Alberta	—	7	4	—	—	—	—	—	—	
23	Ontario Northland	—	19	28	—	5	4	1	—	—	
24	Pacific Great Eastern	7	9	14	—	—	1	—	—	—	
26	Quebec North Shore and Labrador	—	4	6	—	—	1	—	—	—	
27	Roberval and Saguenay	—	1	—	—	—	—	—	—	—	
30	Sydney and Louisburg	—	—	3	—	—	—	—	—	—	
31	Toronto, Hamilton and Buffalo	—	1	3	—	1	—	—	—	—	
34	Wabash (in Canada)	—	—	—	—	—	—	—	—	—	
35	White Pass and Yukon Route (lines in Canada)	—	2	4	—	2	—	—	—	16	
36	Totals	111	2,218	1,342	88	172	149	137			

See footnotes at end of table.

TABLE 1. Equipment in Service at December 31, 1960

Cars in freight service														No.
Hopper		Ore		Refrigerator		Stock		Tank		Other		Total		
Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	Number	Aggregate capacity	
	tons		tons		tons		tons		tons		tons		tons	
681	41,130	—	—	1	30	—	—	—	—	—	—	1,813	106,140	1
4	280	—	—	—	—	—	—	—	—	—	—	7	400	2
—	—	—	—	—	—	—	—	3	150	—	—	3	150	3
—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
3	210	—	—	—	—	—	—	—	—	—	—	111	5,610	5
6,201	424,940	1,643	103,610	5,473	250,260	2,421	76,400	25	750	23 ¹	810	100,632	4,967,790	6
7,056	471,365	1,234	84,100	4,558	196,945	2,377	95,335	297	16,230	—	—	80,133	4,160,057	7
—	—	—	—	—	—	—	—	1	40	—	—	—	40	8
2	80	—	—	—	—	—	—	—	—	—	—	14	505	9
—	—	—	—	—	—	—	—	—	—	—	—	5	200	11
12	360	—	—	—	—	—	—	16	320	—	—	180	4,390	12
—	—	—	—	—	—	—	—	—	—	—	—	—	—	13
—	—	76	2,736	—	—	—	—	—	—	8	240	110	3,756	14
21	1,130	—	—	—	—	—	—	—	—	—	—	26	1,305	17
—	—	—	—	—	—	—	—	—	—	—	—	15	750	18
—	—	—	—	—	—	—	—	—	—	—	—	2	60	19
—	—	—	—	—	—	—	—	—	—	—	—	—	—	20
—	—	—	—	—	—	—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	30	1,200	—	—	—	—	50	1,960	22
100	7,000	—	—	—	—	22	880	—	—	—	—	1,302	61,895	23
56	3,840	—	—	35	1,650	59	4,520	12	600	—	—	989	61,945	24
6	420	2,977	282,815	6	300	—	—	97	4,850	—	—	3,317	300,665	26
211	14,965	—	—	—	—	—	—	—	—	—	—	366	23,385	27
1,060	66,500	—	—	—	—	—	—	—	—	—	—	1,090	67,940	30
154	9,300	—	—	—	—	8	320	—	—	—	—	1,192	67,390	31
11	270	—	—	3	75	—	—	21	420	—	—	195	4,870	35
15,578	1,041,790	5,930	473,261	10,076	449,260	4,917	178,655	472	23,360	31 ¹	1,050	191,553	9,841,203	36
23	1,466	—	—	—	—	—	—	4,999	236,912	—	—	5,031	238,904	
15,601	1,043,256	5,930	473,261	10,076	449,260	4,917	178,655	5,471	260,272	31 ¹	1,050	196,584	10,080,107	
Cars in passenger service				Cars in company service				Total cars in service	Cars leased ¹					
Sleeping	Other	Total	Motor	Caboose	Work	Total								
—	5	27	—	19	67	86	1,926	—	1					
—	—	—	—	1	—	1	8	—	2					
—	—	—	—	1	9	37	50	—	3					
—	—	6	—	—	—	—	6	—	4					
—	—	—	—	52	119	171	282	241	5					
441	26	3,174	7	1,510	8,816	10,333	114,139	—	6					
407	3	1,734	—	1,225	5,922	7,147	89,014	—	7					
—	—	—	—	25	64	89	90	—	8					
—	—	2	—	2	2	4	20	—	9					
—	—	—	—	3	18	21	26	—	11					
—	—	—	—	3	4	7	187	187	12					
—	—	—	—	—	5	5	5	—	13					
—	—	8	—	4	5	9	127	—	14					
—	—	4	—	2	2	4	34	—	17					
—	—	—	—	—	—	—	15	—	18					
—	—	1	—	1	2	3	6	—	19					
—	—	—	—	1	1	2	2	—	20					
—	—	—	—	2	—	2	2	—	21					
7	2	20	—	23	217	240	310	—	22					
—	2	59	—	36	236	272	1,633	—	23					
6	1	38	—	45	151	196	1,223	—	24					
—	2	13	1	27	375	403	3,733	3,089	28					
—	—	1	—	3	—	3	370	—	27					
—	—	3	—	10	11	21	1,114	900	30					
—	—	5	—	12	50	62	1,259	—	31					
—	—	—	—	34	1	35	35	—	34					
—	—	24	—	2	—	2	221	—	35					
861	41	5,119	9	3,051	16,105	19,165	215,837	4,417	36					

TABLE 1. Equipment in Service at December 31, 1960 — Concluded

No.	Name of railway	Motive power							
		Steam locomotives				Diesel electric units			
		Coal burning		Oil burning		"A" units		"B" units	
		Number	Tractive power	Number	Tractive power	Number	Tractive power	Number	Tractive power
1	Algoma Central and Hudson Bay	—	—	—	—	—	—	—	—
2	Alma and Jonquieres	—	—	—	—	2	138,000	—	—
3	British Columbia Electric	—	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	2	98,300	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	22	1,397,250	—	—
6	Canadian National	—	—	—	—	199	12,360,000	98	6,089,000
7	Canadian Pacific	304	12,706,000	60	2,800,000	118	7,550,500	81	5,021,025
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	15	917,528	—	—
9	Cumberland Railway and Coal Co.	1	45,000	—	—	—	—	—	—
11	Essex Terminal	2	63,600	—	—	—	—	5	315,000
12	Grand Falls Central	—	—	—	—	—	—	—	—
13	Great Northern	—	—	—	—	3	186,285	—	—
14	Greater Winnipeg Water District	—	—	—	—	3	79,200	—	—
17	London and Port Stanley	—	—	—	—	—	—	—	—
18	Maine Central	—	—	—	—	—	—	—	—
19	Maritime Coal, Railway and Power Co.	3	77,466	—	—	—	—	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	—	—
21	Napierville Junction	—	—	—	—	2	120,000	—	—
22	Northern Alberta	—	—	—	—	—	—	—	—
23	Ontario Northland	—	—	—	—	22	1,419,000	—	—
24	Pacific Great Eastern	—	—	—	—	—	—	—	—
26	Quebec North Shore and Labrador	—	—	2	64,000	—	—	—	—
27	Roberval and Saguenay	2	95,000	—	—	7	282,000	—	—
29	Shawinigan Falls Terminal	—	—	—	—	2	125,000	—	—
30	Sydney and Louisburg	23	1,104,458	—	—	—	—	—	—
31	Toronto, Hamilton and Buffalo	—	—	—	—	18	1,107,407	—	—
34	Wabash (in Canada)	—	—	—	—	27	1,823,990	—	—
35	White Pass and Yukon Route (lines in Canada)	—	—	6	124,400	5	120,000	—	—
36	Totals	335	14,091,522	68	2,988,400	447	27,724,460	184	11,425,025

¹ Includes 20 air dump cars.

² Includes non-rail industrial firms such as oil, chemical and railway car leasing companies which furnish freight cars to or on behalf of any railway line. Source of data: The Official Railway Equipment Register.

TABLE 2. Mileage Operated at December 31, 1960

No.	Name of railway	First main track						
		Line owned and line of proprietary companies	Under lease or contract	Joint track	Route miles (1+2+3)	Under trackage rights	Total miles of road operated (4+5)	Average miles of road operated during 1960
		(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Algoma Central and Hudson Bay	320.8	—	—	320.8	1.0	321.8	321.8
2	Alma and Jonquieres	10.6	—	—	10.8	—	10.6	10.6
3	British Columbia Electric	77.0	25.6	—	102.6	0.9	103.7	77.6
4	Canada and Gulf Terminal	36.2	—	—	36.2	—	36.2	36.2
5	Canada Southern (Lessee N.Y.C.)	290.7	1.6	—	292.3	0.4	292.7	290.8
6	Canadian National	23,054.0	35.7	28.1	23,117.8	196.4	23,314.2	23,244.6
7	Canadian Pacific	12,326.7	4,317.1	28.1	16,671.9	418.0	17,089.9	17,094.4
8	Chesapeake and Ohio (Pere Marquette District)	198.8	—	—	198.8	140.0	338.8	338.7
9	Cumberland Railway and Coal Co.	4.0	—	—	4.0	—	4.0	4.0
11	Essex Terminal	21.3	—	—	21.3	—	21.3	21.3
12	Grand Falls Central	—	23.1	—	23.1	—	23.1	23.1
13	Great Northern	123.2	—	—	123.2	7.0	130.2	130.2
14	Greater Winnipeg Water District	92.0	—	—	92.0	—	92.0	92.5
15	International Bridge and Terminal	1.0	—	—	1.0	—	1.0	1.0
17	London and Port Stanley	24.5	—	—	24.5	—	24.5	24.5
18	Maine Central	5.1	—	—	5.1	—	5.1	5.1
19	Maritime Coal, Railway and Power Co.	12.2	—	—	12.2	—	12.2	12.0
20	Midland Railway of Manitoba	5.6	—	—	5.6	69.8	75.4	75.5
21	Napierville Junction	27.1	—	—	27.1	14.6	41.7	41.7
22	Northern Alberta	923.0	—	—	923.0	4.9	927.9	927.9
23	Ontario Northland	506.3	60.0	—	566.3	—	566.3	566.3
24	Pacific Great Eastern	789.5	—	—	789.5	—	789.5	789.5
26	Quebec North Shore and Labrador	356.1	—	—	356.1	—	356.1	357.0
27	Roberval and Saguenay	29.0	—	—	29.0	—	29.0	29.0
28	St. Lawrence and Adirondack	33.2	13.3	—	46.5	14.4	60.9	60.9
29	Shawinigan Falls Terminal	—	—	—	—	—	—	—
30	Sydney and Louisburg	57.7	1.2	—	58.9	—	58.9	58.9
31	Toronto, Hamilton and Buffalo	103.6	—	—	103.6	7.4	111.0	111.0
32	Toronto Terminals	3.2	—	—	3.2	—	3.2	3.2
33	Van Buren Bridge Co.	0.4	—	—	0.4	—	0.4	0.4
34	Wabash (in Canada)	—	—	—	—	245.4	245.4	245.4
35	White Pass and Yukon Route (lines in Canada)	90.3	—	—	90.3	—	90.3	90.3
36	Totals	39,523.1	4,477.8	28.1	44,029.0¹	1,120.2	45,149.2¹	45,085.4

¹ Excludes 28.1 miles of joint track.

² Excludes 1.9 miles of joint track.

³ Excludes 6.2 miles of joint track.

TABLE 1. Equipment in Service at December 31, 1960 - Concluded

Motive power													Steam generator units	No.
Diesel electric units				Electric locomotives		Total		Leased ¹		Number added during year	Number retired during year			
Road switcher units		Yard switcher units		Number	Tractive power	Number	Tractive power	Number	Tractive power					
Number	Tractive power	Number	Tractive power											
21	1,312,483	2	115,017	--	--	23	1,427,500	--	--	--	--	-6	1	
13	671,000	--	--	1	17,500	14	688,500	--	--	--	--	--	2	
--	--	--	--	--	--	2	98,300	--	--	--	--	--	3	
--	--	--	--	--	--	22	1,397,250	22	1,397,250	--	--	--	4	
1,171	65,233,000	431	24,626,000	27	485,000	1,926	108,793,000	8	248,000	103	915	107	6	
581	37,345,600	274	14,296,325	10	356,940	1,428	80,076,390	--	--	45	189	--	7	
--	--	--	--	--	--	15	917,528	--	--	--	--	--	8	
--	--	--	--	--	--	1	45,000	--	--	--	4	--	9	
--	--	--	--	--	--	7	378,600	--	--	--	--	--	11	
3	82,500	1	27,500	--	--	4	110,000	4	110,000	--	--	--	12	
--	--	--	--	--	--	3	186,285	--	--	--	--	--	13	
--	--	--	--	--	--	3	79,200	--	--	--	--	--	14	
2	80,000	--	--	3	94,500	5	174,500	--	--	--	--	--	17	
--	--	1	58,225	--	--	1	58,225	--	--	--	--	--	18	
--	--	--	--	--	--	3	77,466	--	--	--	--	--	19	
1	62,605	1	55,480	--	--	2	118,085	--	--	--	--	--	20	
--	--	--	--	--	--	2	120,000	--	--	--	--	--	21	
15	670,000	--	--	--	--	15	670,000	--	--	1	15	--	22	
22	1,046,700	4	230,000	--	--	48	2,695,700	--	--	--	--	1	23	
38	2,280,000	3	172,500	--	--	41	2,452,500	--	--	4	2	--	24	
76	2,964,000	4	156,000	--	--	82	3,184,000	--	--	2	--	--	26	
--	--	--	--	--	--	9	377,000	--	--	1	--	--	27	
--	--	--	--	--	--	2	125,000	2	125,000	--	--	--	29	
9	486,000	1	40,000	--	--	33	1,630,456	--	--	10	8	--	30	
--	--	--	--	--	--	18	1,107,407	--	--	--	--	1	31	
--	--	2	120,000	--	--	29	1,943,990	--	--	--	--	1	34	
--	--	1	20,200	--	--	12	264,600	--	--	--	--	1	35	
1,952	112,233,888	725	39,917,247	41	953,940	3,752	209,334,482	36	1,680,250	166	1,135	114	36	

¹ Included in total.

TABLE 2. Mileage Operated at December 31, 1960

Second main track		Other main track		Industrial track		Yard tracks and sidings		All tracks		No.
Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	Total	Route miles (total excluding trackage rights)	
--	--	--	--	23.8	23.8	80.4	80.4	428.0	425.0	1
--	--	--	--	--	--	4.6	4.0	15.2	14.8	2
--	--	--	--	--	--	52.4	52.4	156.1	155.2	3
--	--	--	--	--	--	2.6	2.6	38.8	38.8	4
230.8	230.8	1.5	1.5	27.4	27.4	147.9	147.9	700.3	699.9	5
858.6	824.1	34.0	27.8	1,466.3	147.7	6,187.8	6,044.4	31,858.9	30,161.8	6
1,230.8	1,171.5	30.8	6.0	938.9	861.1	4,730.7	4,549.7	24,020.9	23,260.2	7
128.8	--	--	--	20.5	20.5	100.6	66.8	588.7	285.9	8
--	--	--	--	--	--	8.0	8.0	12.0	12.0	9
2.6	2.6	--	--	6.3	6.3	18.2	18.2	48.4	48.4	11
--	--	--	--	--	--	26.9	26.9	50.0	50.0	12
7.1	7.1	--	--	8.0	8.0	32.0	30.1	177.3	168.4	13
--	--	--	--	--	--	18.0	18.0	110.0	110.0	14
2.2	2.2	--	--	--	--	0.2	0.2	1.2	1.2	15
--	--	--	--	--	--	21.4	21.4	48.1	48.1	17
--	--	--	--	--	--	--	--	5.1	5.1	18
--	--	--	--	--	--	2.5	2.5	14.7	14.7	19
14.6	--	2.6 ⁴	--	2.3	2.3	21.8	6.5	102.0	14.6	20
--	--	20+	--	0.2	0.2	23.9	5.2	82.4	32.5	21
--	--	--	--	22.7	22.7	121.1	120.2	1,071.7	1,065.9	22
--	--	--	--	37.3	37.3	113.9	113.9	717.5	566.9	23
--	--	--	--	37.6	37.6	128.6	128.6	955.7	717.5	24
--	--	2.2	--	1.4	1.4	72.0	47.1	431.7	404.6	26
--	--	--	--	1.0	1.0	10.7	10.7	40.7	40.7	27
14.4	--	--	--	1.1	1.1	6.9	6.9	83.3	54.5	28
--	--	4.5+	--	--	--	11.4	0.1	15.9	0.1	29
--	--	--	--	--	--	43.0	43.0	101.9	101.9	30
7.9	6.3	--	--	55.3	53.9	82.9	67.2	257.1	231.0	31
--	--	9.9	9.9	1.6	1.6	16.3	16.3	31.0	31.0	32
--	--	--	--	--	--	0.3	0.3	0.7	0.7	33
96.7	--	--	--	--	--	210.8	--	552.9	--	34
--	--	--	--	--	--	4.8	4.8	95.7	95.7	35
2,590.4⁴	2,242.7⁵	78.4	45.2	2,645.5⁵	1,247.7⁵	12,286.4⁴	11,628.2⁴	62,608.6⁴	59,042.1⁴	36

⁴ Excludes 15.9 miles of joint track.⁵ Excludes 52.1 miles of joint track.

TABLE 3. First Main Track Mileage at December 31, 1960 - By Area

No.	Name of railway	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba
1	Algoma Central and Hudson Bay	—	—	—	—	—	320.8	—
2	Alma and Jonquieres	—	—	—	—	10.6	—	—
3	British Columbia Electric	—	—	—	—	—	—	—
4	Canada and Gulf Terminal	—	—	—	—	36.2	—	—
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	—	292.3	—
6	Canadian National	705.1	284.5	953.3	1,219.5	3,317.6	5,391.6	3,197.5
7	Canadian Pacific	—	—	287.9	557.7	1,582.7	3,351.4	1,760.8
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	198.8	—
9	Cumberland Railway and Coal Co.	—	—	4.0	—	—	—	—
11	Essex Terminal	—	—	—	—	—	21.3	—
12	Grand Falls Central	23.1	—	—	—	—	—	—
13	Great Northern	—	—	—	—	—	—	—
14	Greater Winnipeg Water District	—	—	—	—	—	—	92.0
15	International Bridge and Terminal	—	—	—	—	—	1.0	—
17	London and Port Stanley	—	—	—	—	—	24.5	—
18	Maine Central	—	—	—	5.1	—	—	—
19	Maritime Coal, Railway and Power Co.	—	—	12.2	—	—	—	—
20	Midland Railway of Manitoba	—	—	—	—	—	—	5.6
21	Napierville Junction	—	—	—	—	27.1	—	—
22	Northern Alberta	—	—	—	—	—	—	—
23	Ontario Northland	—	—	—	—	27.7	538.6	—
24	Pacific Great Eastern	—	—	—	—	—	—	—
26	Quebec North Shore and Labrador	206.0	—	—	—	150.1	—	—
27	Roberval and Saguenay	—	—	—	—	29.0	—	—
28	St. Lawrence and Adirondack	—	—	—	—	46.5	—	—
30	Sydney and Louisburg	—	—	58.9	—	—	—	—
31	Toronto, Hamilton and Buffalo	—	—	—	—	—	103.6	—
32	Toronto Terminals	—	—	—	—	—	3.2	—
33	Van Buren Bridge Co.	—	—	—	0.4	—	—	—
35	White Pass and Yukon Route (lines in Canada)	—	—	—	—	—	—	—
36	Totals	934.2	284.5	1,316.3	1,782.7	5,227.5	10,245.2¹	5,055.9
		Saskatchewan	Alberta	British Columbia	Yukon	United States	Total route miles (trackage rights excluded)	
1	Algoma Central and Hudson Bay	—	—	—	—	—	320.8	
2	Alma and Jonquieres	—	—	—	—	—	10.6	
3	British Columbia Electric	—	—	102.8	—	—	102.8	
4	Canada and Gulf Terminal	—	—	—	—	—	36.2	
5	Canada Southern (Lessee N.Y.C.)	—	—	—	—	—	292.3	
6	Canadian National	4,410.5	2,153.8	1,412.5	—	71.9	23,117.8	
7	Canadian Pacific	4,310.5	2,654.9	1,898.7	—	267.3	16,671.9	
8	Chesapeake and Ohio (Pere Marquette District)	—	—	—	—	—	198.8	
9	Cumberland Railway and Coal Co.	—	—	—	—	—	4.0	
11	Essex Terminal	—	—	—	—	—	21.3	
12	Grand Falls Central	—	—	—	—	—	23.1	
13	Great Northern	—	—	123.2	—	—	123.2	
14	Greater Winnipeg Water District	—	—	—	—	—	92.0	
15	International Bridge and Terminal	—	—	—	—	—	1.0	
17	London and Port Stanley	—	—	—	—	—	24.5	
18	Maine Central	—	—	—	—	—	5.1	
19	Maritime Coal, Railway and Power Co.	—	—	—	—	—	12.2	
20	Midland Railway of Manitoba	—	—	—	—	—	5.6	
21	Napierville Junction	—	—	—	—	—	27.1	
22	Northern Alberta	—	896.1	26.9	—	—	923.0	
23	Ontario Northland	—	—	—	—	—	566.3	
24	Pacific Great Eastern	—	—	789.5	—	—	789.5	
26	Quebec North Shore and Labrador	—	—	—	—	—	356.1	
27	Roberval and Saguenay	—	—	—	—	—	29.0	
28	St. Lawrence and Adirondack	—	—	—	—	—	46.5	
30	Sydney and Louisburg	—	—	—	—	—	58.9	
31	Toronto, Hamilton and Buffalo	—	—	—	—	—	103.6	
32	Toronto Terminals	—	—	—	—	—	3.2	
33	Van Buren Bridge Co.	—	—	—	—	—	0.4	
35	White Pass and Yukon Route (lines in Canada)	—	—	32.6	57.7	—	90.3	
36	Totals	8,721.0	5,678.6²	4,386.2	57.7	339.2	44,029.0³	

¹ Excludes 1.9 miles of joint track.² Excludes 26.2 miles of joint track.³ Excludes 78.1 miles of joint track.

TABLE 4. Changes in First Main Track Mileage, 1960

Name of railway and termini between which changes occurred	Mileage Increase+ Decrease-	Details
Canada Southern Railway:		
Oil City - Eddys, Ont.	- 5.3	Abandonment
Petrolia Jct. - Petrolia, Ont.	- 5.8	Abandonment
St. Clair Jct. - Courtright, Ont.	-62.3	Abandonment
Canada National Railways:		
Brosseau to Castle Gardens, Que.	+ 4.2	New line
Optic Lake to Chisel Lake, Man.	+51.4	New line
M. 152.5 to 152.7 - Sprague Sub. - Winnipeg, Man.	+ 0.2	Relocation of line
Rouses Point to International Boundary N.Y.	+ 0.1	Remeasurement
Clairs to Connors, N.B.	-11.1	Abandonment
St. Lambert to Brosseau, Que.	- 5.4	Abandonment
York River to Howland, Ont.	-51.0	Abandonment
Creemore to Lake Jct., (Collingwood) Ont.	-16.2	Abandonment
Ferrona Jct. To Sunny Brae, N.S.	-12.5	Reclassification
Pugwash Jct. to Pugwash, N.S.	- 4.6	Reclassification
Alberton Branch, P.E.I.	- 0.3	Reclassification
Moncton to Odium Jct., N.B.	- 3.9	Reclassification
Pokemouche Jct. to Shippigan, N.B.	- 8.9	Reclassification
Stanley Jct. to Stanley, N.B.	- 5.4	Reclassification
Baker Brook Jct. to Clairs, N.B.	- 7.8	Reclassification
Waterloo to end of track, Que.	+ 0.2	Reclassification
At Cannon Jct., Que.	+ 0.3	Reclassification
Kingston to Hanley, Ont.	- 2.1	Reclassification
Belmor to M. 2.75, Ont.	- 2.8	Reclassification
Bessemer to Childs Mine, Ont.	- 7.3	Reclassification
Ormsby Jct. to Coe Hill, Ont.	- 7.2	Reclassification
M. 30.5 to 31.4 Drumbo Sub. near Stratford, Ont.	- 0.9	Reclassification
Allimil to Alliston, Ont.	- 5.5	Reclassification
Zephyr to Sutton, Ont.	- 8.9	Reclassification
M. 144.6 to 145.1 at Capreol, Ont.	- 0.5	Reclassification
Wye connections at Hudson Bay and Sturgis, Sask.	+ 0.6	Reclassification
M. 106.1 to 106.2 Brule Subdivision, Alta.	- 0.1	Shortening of line
Canadian Pacific Railway:		
Lomond to Eltham, Alta.	+ 0.1	Relocation of line
Matador to Mackmat, Sask.	- 0.1	Shortening of line
Jct. at Rural to Lacombe, Alta.	- 0.5	Shortening of line
Arrowhead to Revelstoke, B.C.	- 0.2	Shortening of line
Fort MacLeod to M. 6.7 MacLeod Subd., Alta.	- 0.3	Reclassified lines
Osborne Bay to Crofton, Ont.	- 2.6	Reclassified lines
Canadian National Rlys. in St. John, N.B.	- 1.0	Correction of records
Mile 6.7 MacLeod Subdivision to Calgary, Alta.	- 0.3	Correction of records
Pacific Great Eastern Rly:		
Chetwynd Jct. and Fort, St. John, B.C.	+ 0.6	Remeasurement
Chetwynd Jct. and Dawson Creek, B.C.	+ 0.3	Remeasurement
Summary		Area
Gross increases:		Prince Edward Island - 0.3
Remeasurement 1.0		Nova Scotia - 17.1
New lines opened for traffic 55.6		New Brunswick - 36.1
Reclassified 1.1		Quebec - 0.7
Relocation 0.3		Ontario -176.4
Totals 58.0		Manitoba + 51.6
Gross decreases:		Saskatchewan + 0.5
Remeasurement -		Alberta - 1.1
Abandonment 157.1		British Columbia + 0.7
Reclassified 79.5		U.S.A. + 0.1
Shortening of line 0.9		
Other 1.3		
Totals 238.8		
Net change -180.8		Net change -180.8

TABLE 5. Railway Track Mileage under Construction at December 31, 1960

Location	Under contract		Completed but not opened	Total	First main track opened for traffic during 1960
	Active	Non-active			
Newfoundland	—	—	—	—	—
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	—	—	—	—
New Brunswick	—	—	—	—	—
Quebec	—	—	—	—	4.2
Ontario	—	—	—	—	—
Manitoba	—	—	—	—	51.4
Saskatchewan	—	—	12.8	12.8	—
Alberta	—	—	—	—	—
British Columbia	—	—	—	—	—
United States	—	—	—	—	—
Totals	—	—	12.8	12.8	55.6

TABLE 6. Rails Laid in Track — Year 1960

Weight per yard	New		Relay and other		Total tons laid	Total cost
	Tons	Cost	Tons	Cost		
50 lbs. and under 60 lbs.	—	—	—	—	—	—
60 " " " 70 "	—	—	721	32,885	721	32,685
70 " " " 75 "	11	960	1,783	125,488	1,794	126,448
75 " " " 80 "	—	—	1	22	1	22
80 " " " 85 "	20	3,091	2,402	104,422	2,422	107,513
85 " " " 90 "	635	91,570	16,130	646,947	16,765	740,517
90 " " " 95 "	8	858	452	22,114	460	22,972
95 " " " 100 "	—	—	—	—	—	—
100 " " " 105 "	85,671	8,034,357	105,800	4,758,337	191,471	12,792,694
105 " " " 110 "	221	28,608	596	31,161	817	59,769
110 "	—	—	1	19	1	19
112 "	—	—	6	151	6	151
115 "	56,263	7,427,147	1,108	53,395	57,371	7,480,542
127 "	—	—	222	14,700	222	14,700
130 "	5,810	599,489	11,779	527,015	17,589	1,126,504
131 "	—	—	166	28,584	166	28,584
132 "	17,844	2,447,573	277	22,116	18,121	2,469,689
Undistributed	13,529	1,706,629	35,947	1,651,015	49,476	3,357,644
Totals	180,012	20,340,282	177,391	8,020,171	357,403	28,360,453

TABLE 7. Fuel Consumed by Motive Power Equipment — Year 1960

	Bituminous coal	Fuel oil	Diesel oil	Gasoline
	tons		gallons	
Locomotives:				
Transportation service:				
Freight	47,632	2,929,546	232,784,744	—
Passenger	5,465	3,111,680	77,290,475	—
Switching	21,026	334,957	25,846,919	—
Work train service	3,292	882,275	4,969,788	—
Totals	77,415	7,258,458	340,891,926	—
Rail motor cars, etc.:				
Rail motor cars	—	—	4,752,529	27,914
Other	—	—	6,038	982
Grand totals	77,415	7,258,458	345,850,493	28,146
Total cost (Grand total \$46,982,353)	\$ 823,193	354,489	45,798,049	6,622

TABLE 8. Origin of Fuel Consumed by Motive Power Equipment, by Provinces, 1960

Delivered to fueling stations in	Bituminous coal	Fuel oil	Diesel oil	Gasoline
	tons		gallons	
Canadian fuel:				
Newfoundland	—	—	8,364,251	—
Prince Edward Island	—	—	568,787	—
Nova Scotia	31,753	—	8,511,461	—
New Brunswick	7,313	—	16,734,980	24,473
Quebec	—	—	54,873,550	2,021
Ontario	495	11,285	113,484,888	—
Manitoba	5,121	2,132,590	25,496,540	1,652
Saskatchewan	4,206	2,194,433	22,050,463	—
Alberta	—	2,633,141	31,426,442	—
British Columbia	—	206,999	37,137,206	—
Yukon	—	—	—	—
United States	—	—	—	—
Totals	48,888	7,178,448	318,648,568	28,146
Imported fuel:				
Newfoundland	—	—	76,011	—
Prince Edward Island	—	—	—	—
Nova Scotia	—	—	—	—
New Brunswick	—	—	6,403	—
Quebec	20,640	—	—	—
Ontario	7,170	—	21,324,165	—
Manitoba	—	—	309,366	—
Saskatchewan	—	—	—	—
Alberta	—	—	—	—
British Columbia	—	79,133	589,840	—
Yukon	—	877	45,098	—
United States	717	—	4,651,042	—
Totals	28,527	80,010	27,001,925	—
Grand totals	77,415	7,258,458	345,650,493	28,146



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